

ASSESSMENT AND PROVISION OF PEDESTRIAN CROSSING FACILITIES

PURPOSE OF POLICY

To ensure that pedestrian crossings are provided on the basis of impartially assessed need

POLICY

1. When a request for a pedestrian crossing facility is received, an initial assessment will be undertaken to determine if the site meets the agreed pre-qualification criteria, as follows:

Pre-qualification criteria

- Where a pedestrian casualty has been recorded that site will be deemed to have met the criteria and will go on to be fully assessed.
 - Where there is no pedestrian casualty record, a sample one hour count of pedestrians and vehicles will be undertaken during the busiest time and only sites with a sample PV^2 value of greater than 0.2×10^8 will be put forward for full assessment.
2. All sites meeting the pre-qualification criteria set out in (1) will be assessed in detail and prioritised using an approved assessment procedure that takes into account factors such as pedestrian casualties, speed limits, severance, access to schools and existing conditions (See Overleaf).
 3. The type of facility constructed will be determined by site assessment bearing in mind the site characteristics including casualty history, vehicle speeds and difficulty of crossing.

NOTE ON PV^2

PV^2 gives an impartial measure of the need for a pedestrian facility at any site by determining the number of vehicles and pedestrians using the area; it is nationally accepted and has been tried and tested over many years. Using a pre-qualification criteria ensures that detailed assessment is only undertaken for those sites with a proven need and reduces the impact on limited resources.

CROSSING TYPES

Traffic light controlled crossings can cost up to 5 times the cost of a zebra or a central island and, therefore, will only be provided where there is a clear identified need.

PEDESTRIAN CROSSINGS ASSESSMENT SCORING

Factor	Options	Score
1	Improvements for Mobility Impaired Score 2 for crossings specifically requested to improve conditions for mobility impaired	
2	Safer Routes to School Score 3 for sites specifically identified as an issue in a School Travel Plan	
3	Access to Public Transport Score 2 for sites which will improve access to public transport	
4	Reduction of Severance Score 2 for sites which reduce severance (e.g. to serve sole local store / shopping area or where a residential area is severed by a heavily trafficked A or B class road)	
5	Pedestrian Casualties Score 3 for each pedestrian fatality Score 2 for each serious pedestrian casualty Score 1 for each slight pedestrian casualty	
6	Child Pedestrian Casualties Score 3 for each child pedestrian fatality Score 2 for each child serious pedestrian casualty Score 1 for each child slight pedestrian casualty	
7	Road Width Score 2 for roads over 9m Score 1 for roads between 7 and 9m	
8	Speed Limit Score 3 for roads subject to National Speed Limit Score 2 for roads subject to 50mph limit Score 1 for roads subject to 40mph limit	
9	Existing Pedestrian Facilities Score -3 for sites with an existing bridge or subway Score -2 for sites with existing traffic signals with no specific pedestrian facility Score -1 for sites with an existing traffic island	
10	Footpaths and Cycle Routes Score 1 for sites which serve an existing designated cycling or walking route such as the National Cycle Network, bridle path or footpath.	
11	Street Lighting Score 1 for sites with no street lighting Score 0.5 for sites with existing but sub-standard street lighting	
12	Walkability Score 1 for sites that will clearly improve the 'walkability' and urban environment, thereby resulting in additional pedestrian movements	
13	Links to South Downs Score 1 for sites that create a new link to the South Downs National Park	
14	Average PV squared value (busiest four hours) Score equals average PV squared x 10 (e.g. PV2 of 0.25 becomes score of 2.5)	
	Overall Score	